



Notice of meeting of

Shadow Executive

To: Councillors Scott (Chair), Crisp, Douglas, Gunnell, King, Potter and Simpson-Laing

Date: Wednesday, 1 July 2009

Time: 5.30 pm

Venue: The Guildhall, York

AGENDA

1. **Declarations of Interest**

At this point, Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

2. **Exclusion of Press and Public**

To consider excluding the press and public from the meeting during consideration of any exempt information relating to briefings on Executive business, as detailed on the agenda for the Executive meeting to be held on 7 July 2009, under Schedule 12A to Section 100A of the Local Government Act 1972, as amended by the Local Government (Access to information) (Variation) Order 2006.

3. **Minutes** (Pages 1 - 2)

To approve and sign the minutes of the Shadow Executive meeting held on 17 June 2009.

4. **Public Participation**

At this point in the meeting members of the public who have registered their wish to speak regarding an item on the agenda or

an issue within the Shadow Executive's remit can do so. The deadline for registering is Tuesday 30 June 2009, at 5.00 pm.

5. Briefings on Executive Business

To receive any briefings requested on Executive business for Tuesday 7 July 2009.

[Please note that the reports relating to these items will be published on the Council's website on Friday 26 June 2009. The website address is **www.york.gov.uk** Copies of the Executive agenda and reports can also be obtained by telephoning Democracy Support Group on York (01904) 551088.]

6. Air Quality Update (Pages 3 - 18)

This report responds to the Shadow Executive's request for a briefing report on air quality in the City and Council plans to meet the 2011 target on reducing levels of nitrogen dioxide (NO₂) within the Air Quality Management Area.

7. Any Other Matters which the Chair decides are urgent under the Local Government Act 1972.

Democracy Officer:

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For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above.

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Holding the Executive to Account

The majority of councillors are not appointed to the Executive (38 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

MEETING	SHADOW EXECUTIVE
DATE	17 JUNE 2009
PRESENT	COUNCILLORS SCOTT (CHAIR), CRISP, DOUGLAS, GUNNELL, KING, POTTER AND SIMPSON-LAING
IN ATTENDANCE	COUNCILLOR PIERCE

1. **DECLARATIONS OF INTEREST**

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda.

No interests were declared.

2. **EXCLUSION OF PRESS AND PUBLIC**

RESOLVED: That the press and public not be excluded from the meeting as there was no exempt information relating to briefings on Executive business, as detailed on the agenda for the Executive meeting to be held on 23 June 2009, under Section 12A to Section 100A of the Local Government Act 1972, as amended by the Local Government Act 1972, as amended by the Local Government (Access to Information) (Variation) Order 2006.

3. **MINUTES**

RESOLVED: That the minutes of the meeting of the Shadow Executive held on 6 May 2009 be approved and signed by the Chair as a correct record.

4. **PUBLIC PARTICIPATION**

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

5. **BRIEFINGS ON EXECUTIVE BUSINESS**

The Shadow Executive received briefings on the following items of business on the agenda for the Executive meeting on 23 June 2009:

- Community Stadium - Outline Business Case (Agenda item 6)
- Budget Process and Resource Alignment Arrangements for 2010/11 (Agenda item 9)
- Improved Direct Communications with Residents (Agenda item 7)


Representatives of York City Football Club, York City Supporters Trust, York Athletics Club and the Community Stadium Project Manager were in attendance at the meeting.

Members expressed their support for the concept of a Community Stadium to accommodate the City's football, rugby and athletics clubs. They stated that they supported an 'impressive' stadium both in its design but also in partnership working, community facilities and sustainability. They pointed out that sustainability should be both financial and environmental and support the future of the existing sports clubs. Members did however confirm that there were still a number of questions in relation to planning, selecting a suitable location and finance.

The Chair thanked all for their attendance and for their open and detailed discussions.

CLLR D SCOTT, Chair

[The meeting started at 5.30 pm and finished at 6.35 pm].

	
Shadow Executive	1 st July 2009
Report of the Director of Neighbourhood Services	

Air Quality Update

Summary

1. In 2002, City of York Council declared an Air Quality Management Area (AQMA) based on predicted exceedances of the annual average nitrogen dioxide (NO₂) objective. The council has imposed its own stringent target on reducing levels of NO₂ within the AQMA to an average of 30 µg/m³ by 2011 as part of the City of York's Local Transport Plan 2006-2011 (LTP2). This LTP2 target is more stringent than the health-based national annual average air quality objective for nitrogen dioxide of 40 µg/m³. Air quality monitoring in the city has revealed that the local and national objective levels are still being exceeded at a number of locations.
2. The purpose of this report is to provide an update on Local Air Quality Management in York. The report will consider trends in levels of nitrogen dioxide measured around the city in recent years. The report is provided for information purposes.

Background

3. Due to the health implications and costs associated with air quality, the government set health based air quality objectives for seven of the most common pollutants¹. The Environment Act 1995 requires all local authorities to review and assess air quality in their areas and to declare Air Quality Management Areas (AQMA) where the air quality objectives set by the government are unlikely to be met.
4. In January 2002, City of York Council declared an Air Quality Management Area (AQMA) based on predicted exceedances of the annual average nitrogen dioxide objective in five areas of the city. These are identified at Annex B. An 'annual average' concentration refers to the average hourly concentration of a pollutant when recorded over a full 12 month period.
5. The declaration of the AQMA placed a legal duty on the council to improve air quality in the city and to demonstrate that it is actively pursuing the 40 µg/m³ annual objective. The original target date for this objective was

¹ Pollutants include nitrogen dioxide, sulphur dioxide, particulate (PM₁₀), carbon monoxide, lead, benzene and 1,3 butadiene

2005. EU legislation requires the 40 µg/m³ to be met in the UK by 2010. DEFRA is currently seeking an extension to this deadline due to widespread breaches across the UK. In order to demonstrate a commitment to improving air quality the council was required to prepare an Air Quality Action Plan (AQAP). The AQAP identifies measures the council intends to take to improve air quality in the city, following the declaration of the AQMA.

6. Nitrogen dioxide in York is the result of emissions of nitrogen oxides (NO_x) from a variety of different sources, the main ones being (in order of magnitude):
 - Transport related emissions, arising mainly from road transport but also including a small contribution from rail. This is the major threat to clean air in York.
 - Emissions from domestic and commercial space heating and any other local source emissions.
 - Emissions from large industrial chimney stacks.

Monitoring

7. The Environmental Protection Unit undertakes monitoring of air quality using both real-time monitoring equipment and nitrogen dioxide diffusion tubes. Since 1999, real-time monitoring of nitrogen dioxide and other pollutants has been undertaken at a total of 14 locations across York. These locations are shown in Annex C. Further details on current sites can be viewed at http://www.jorair.co.uk/station_07.php. Nitrogen dioxide is also monitored at 325 locations in the city using passive diffusion tubes. These tubes are located along all the main radial routes into the city and are collected and analysed on a monthly basis.

Health Effects

8. Nitrogen dioxide is a brown gas which can have both short term 'acute' effects and long term 'chronic' effects. As a result, DEFRA has set both long-term (annual) and short-term (hourly) objectives for this pollutant.
9. The short term 'acute' effects of nitrogen dioxide involve irritation of the eyes, nose and throat and can increase the symptoms of existing respiratory conditions such as asthma, bronchitis or emphysema. Monitoring work reported in City of York Council's most recent Update and Screening report (April 2009) showed that the short-term hourly objective for nitrogen dioxide is unlikely to be exceeded anywhere in the city. It should be noted that concentrations of nitrogen dioxide monitored along Bridge Street were indicative of a potential breach of the short-term objective, although it was concluded that this area of the city was unlikely to experience the type and duration of public exposure necessary to make this objective relevant. Based on current medical evidence, the short term

concentrations of nitrogen dioxide found in York are unlikely to give rise to acute health impacts.

10. The long term 'chronic' effects of nitrogen dioxide are associated with a gradual deterioration in the health of people who are already suffering from lung diseases, and an increased susceptibility to respiratory infections within the general population. In York the annual average nitrogen dioxide objective has been found to be currently exceeded at a number of locations around the inner ring road. There are also a number of locations along the radial routes into the city where concentrations are approaching the annual average objective level. Based on current medical evidence it is likely that annual average concentrations of nitrogen dioxide in some areas of the city are having an adverse impact on the long term health of the more vulnerable members of York's population.
11. Many scientific studies have investigated the link between air pollution (mainly those pollutants in the air quality objectives) and health. Hoek et al. (2002) investigated the health impacts associated with living in proximity to main roads and concluded that long-term exposure to traffic-related air pollution might shorten life expectancy. The prevalence of childhood asthma has also been shown to increase in children living in close proximity to main roads (Paramesh, 2002). It is believed that children in particular are at risk since they take more breaths per unit body weight and have immature immune systems. Indeed, there are links between increased infant mortality and traffic-related pollutants (WHO, 1997). The elderly, and those individuals who are already suffering from poor health, are also at risk. A recent epidemiological study in Oslo, Norway, which investigated the relationship between NO₂ and PM₁₀ exposures with cause-specific mortality, discovered those persons with a pre-existing medical condition (e.g. chronic pulmonary disease) to be more susceptible to air pollution at lower levels than the general population (Naess et al., 2006). The same study found an increase in cause-specific deaths in the elderly (age 50-90) above a NO₂ concentration threshold of 40µg/m³, with the relationship increasing in severity for those individuals aged 71-90. In 2001, the Committee on the Medical Effects of Air Pollutants (COMEAP) published a report on the long-term effects of particulate air pollution on mortality. Since then, the evidence base regarding the effects of long-term exposure to air pollutants on health has strengthened.
12. In York the five areas of concern are located on or near to the inner ring road and are characterised by their enclosed nature and long periods of congested traffic. In each case there are residential properties located within five metres of the kerbside which constitute 'relevant' locations for the purpose of Local Air Quality Management. Relevant locations can be defined as outdoor, non-occupational locations (e.g. schools, care homes, hospitals and residential properties) where members of the public are likely to be regularly exposed to pollutants over the averaging time of the air quality objectives. The five areas of air quality concern in York are called the 'Technical Breach Areas' (see shaded areas in Annex B).

Air Quality Monitoring Update

13. In April 2009, City of York Council submitted an 'Update and Screening' report to DEFRA. This report provided an update on new air quality monitoring results collected during 2008 and considered historical trends in air quality data. The full report can be viewed at <http://www.jorair.co.uk/downloads.php>
14. The Update and Screening Report concluded that there are still numerous relevant locations within the current AQMA where the annual average nitrogen dioxide concentrations remain above the objective level of $40\mu\text{g}/\text{m}^3$. The report advised that the current AQMA must be retained in its current form for the time being, although some reduction in the size of the technical breach areas may become appropriate in the future.
15. Monitoring in 2008 indicated breaches of the annual average nitrogen dioxide objective in all of the technical breach areas. For reference, these areas are detailed in the table below. The table also shows which wards the technical breach areas fall within.

Technical Breach Area	Ward
Gillygate / Lord Mayor's Walk	Guildhall
Lawrence Street	Guildhall / Fishergate / Hull Road
Fishergate / Paragon St	Fishergate
Holgate Road / Blossom St	Micklegate
Nunnery / Prices Lane	Micklegate

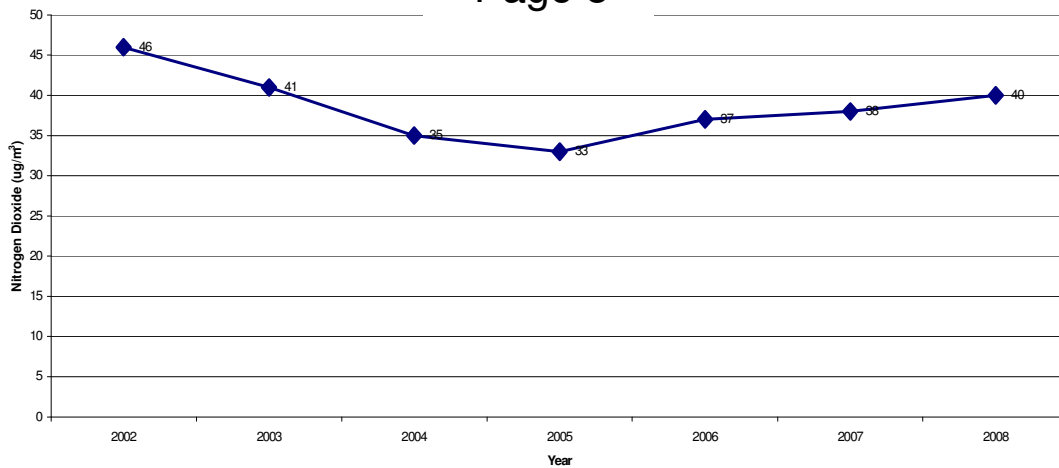
16. Trend analysis of nitrogen dioxide concentrations across the AQMA for the past seven years has not shown any significant improvement in air quality during this period. Between 2002 and 2005 annual average nitrogen dioxide concentrations across the AQMA appeared to be reducing, but this trend was reversed in 2006. For the past three years, year on year increases in annual average nitrogen dioxide concentrations across the AQMA have been recorded. This is also reflected in the LTP2 Air Quality indicator (see later).
17. Outside the AQMA, annual average nitrogen dioxide concentrations appear to have generally stabilised, with the exception of a few small areas as follows :
- Fulford Main Street – elevated levels of nitrogen dioxide have been monitored in the vicinity of Fulford Main Street and Heslington Lane. A real-time monitoring station has been installed at this location and the results of this monitoring will be reported to DEFRA in September 2009 as part of a 'Detailed Assessment' report. Should the Detailed Assessment conclude that the annual average nitrogen dioxide objective is being exceeded in this area a new AQMA will need to be declared and an Air Quality Action Plan for this area drawn up.

- The Stonebow and Salisbury Terrace – both these areas have exhibited elevated levels of nitrogen dioxide in recent years. Any further deterioration in air quality in these two areas will trigger the need for further Detailed Assessments.

LTP2 Air Quality indicator

18. Although the long term aim of the council remains to meet the annual average nitrogen dioxide objective in all areas of the city, modelling and monitoring of air quality indicated that this may not be possible within the financial constraints of the second Local Transport Plan (LTP2). The setting of a $40\mu\text{g}/\text{m}^3$ annual average nitrogen dioxide objective for the whole city to be delivered through the measures in LTP2 alone was considered to be unrealistic at the time.
19. In setting the air quality target for LTP2 the emphasis was placed on the need to demonstrate an ongoing year on year improvement in annual average nitrogen dioxide concentrations across the Air Quality Management Area (AQMA). This was to ensure that the council remains on track to meet the $40\mu\text{g}/\text{m}^3$ objective level at all locations in the city.
20. For the purpose of setting a realistic but challenging air quality target for LTP2, 40 nitrogen dioxide diffusion tube monitoring locations were identified across the AQMA. Annual average nitrogen dioxide concentrations for all 40 sites are calculated and the mean of the 40 results for each calendar year is recorded.
21. The LTP2 indicator (7A) target is as follows - 'The mean of annual average nitrogen dioxide concentrations measured at 40 locations within the AQMA not to exceed $30\mu\text{g}/\text{m}^3$ by 31st December 2011'. Results from recent years are shown in the table and graph below :

Year	LTP2 Indicator 7A : Air Quality
2002	$46\mu\text{g}/\text{m}^3$
2003	$41\mu\text{g}/\text{m}^3$
2004	$35\mu\text{g}/\text{m}^3$
2005	$33\mu\text{g}/\text{m}^3$
2006	$37\mu\text{g}/\text{m}^3$
2007	$38\mu\text{g}/\text{m}^3$
2008	$40\mu\text{g}/\text{m}^3$



22. Air pollution levels vary from area to area and from day to day. Levels of pollution can be influenced by a number of things including local landscape and topography, traffic flows and speeds, seasonal variations, prevailing wind direction and local weather conditions.
23. As can be seen from the table above, a reversal in the previous decline in LTP Indicator 7A was observed between 2005 and 2008. Increased levels of traffic using the city centre / inner ring road is thought to be responsible for this increase. In recent years there has been an increase in the level of relatively cheap long-stay, private car parking in and around the city centre, controlled by private operators. This could be attracting people back to using their own cars rather than public transport, particularly for travel to the city centre. Another factor influencing nitrogen dioxide concentrations in the AQMA could be emerging increases in primary NO₂ emissions from some modern vehicles (Trends in Primary Nitrogen Dioxide in the UK, Air Quality Expert group, (2007)). This has been the subject of several recent academic studies and has prompted recent changes to national traffic emissions inventories.
24. The Local Transport Plan (2006-2011) mid-term report indicates an overall reduction in area-wide traffic mileage for the peak periods (Indicator 3B). Furthermore, vehicle congestion delay time is shown to be reducing (Indicator 6C). However, the report makes reference to an 'increasing trend in travel to city centre' which could be responsible for the increases in concentrations of nitrogen dioxide seen in the AQMA recent years. Indeed, the change in AM peak period traffic flow to city centre (LTP2 Indicator 3D) increased by 25.8% between the base year of 2005/06 and 2007/08. It is thought that an increase in private car parking provision in or near the city centre could be responsible for this (Reference : LTP 2006-2011 Mid Term Report Annex B). LTP indicator 3B also indicated over a 4% increase in off-peak traffic levels in the city between 2003/04 and 2007/08. This could be indicative of peak-hour spreading, where vehicle owners are choosing to use the road network outside the traditional peak hour times to avoid delays.

The future for improving air quality in the city

25. City of York Council has already achieved a lot in terms of modal shift to walking, cycling and public transport, but the levels of NO₂ still appear to

be deteriorating. Whilst City of York Council can strive to achieve more in these areas, only a step change in transport policy is likely to deliver any measurable and sustainable improvement.

26. At a national level DEFRA is required to meet the EU limit values for nitrogen dioxide by 2010. Unlike the UK air quality objectives, the EU limit values are legally binding and will attract EU fines if not delivered. Like most other Western European countries DEFRA is currently in the process of applying for additional time to meet the requirements of the Directive, extending the compliance date to 2015. If this application is successful DEFRA will have to clearly demonstrate that it is strengthening policies on local air quality management and instigating a change in approach.
27. Early indications from DEFRA are that it will be increasing the focus on Low Emission Strategies (LES). Particular emphasis will be placed on :
 - Encouraging uptake of Euro VI HGVs and buses
 - Encouraging uptake of Euro VI cars
 - Revisiting feasibility of widespread vehicle retrofitting
 - Encouraging setting up of Low Emission Zones (LEZs)
28. In addition it will be reviewing the effectiveness of the Local Air Quality Management (LAQM) process with a view to focusing more on the delivery of Air Quality Action Plans (AQAPs) rather than ongoing review and assessment. Other approaches are being taken elsewhere in Europe, Germany for example, has already applied for additional time to comply with the Directive limit values. They are proposing 40 Low Emission Zones across the country to deal with the issue of poor air quality.
29. Taking into consideration the information from DEFRA and the need for a step change in local policy it would seem that a move towards developing and delivering a Low Emissions Strategy (LES) as part of the city's next Local Transport Plan (LTP3) would be appropriate for further detailed discussion at this time. The development of such a policy would also need to feed into the Local Development Framework (LDF) process and carbon management policies, as the remit needs to cover both current and future emission sources, and deal with all types of emission source.
30. EPU officers made it clear during the development of LTP2 and the AQAP that the measures contained within it would not deliver the air quality objectives at all locations within the AQMA. The measures in the AQAP were the best available within the local policy and financial constraints at the time that the documents were written. It has always been recognised by EPU that there needs to be significant improvements to deliver the air quality objectives across the whole of the AQMA.
31. The air quality steering group (AQSG) was first established by EPU officers during the drawing up of the first Air Quality Action Plan (AQAP1) for York. At this time the main purpose of the group was to act as a discussion forum where key officers from different work areas could

comment on the advantages and disadvantages of measures suggested through public consultation for inclusion in AQAP1. Through these discussions the working group was able to agree on a series of measures and key action points to be included in the final AQAP1 document. Due to the success of the group it was extended to incorporate other work areas (eg. safety, accessibility) and used by transport planning unit (TPU) staff in a similar way for helping to develop the measures in LTP2 (and the associated AQAP2 document).

32. During 2008 the air quality steering group was re-established to help facilitate implementation of the measures contained in AQAP2 (Annex U of LTP2). Since the steering group was re-established it has been used as a forum to report to other officers on the initial findings of the LEZ scoping study (EMAP, Oct 2007), on potential issues in Fulford (EMAP, Sept 2008) and other ongoing work looking toward a future transport strategy for the city (Traffic Congestion Ad-Hoc Scrutiny Committee) . It has also been used as a general forum for raising awareness amongst officers of the importance of encouraging cleaner vehicles and alternative fuels, and for preventing any further growth in city centre traffic levels. For example, the group has recently been investigating the apparent increase in the number of privately owned long stay car parks close to the AQMA and possible solutions to this. The group has also worked together closely on the Fulford Road corridor scheme consultation to ensure air quality is considered fully in this process. Links to the carbon management agenda are also being considered via partnership working with the sustainability team.
33. At present the AQSG remains as an informal officer working group for sharing thoughts and ideas and identifying problems rather than a group that develops and delivers specific projects. The delivery aspect of air quality improvement is mainly through the development and delivery of LTP documents (and the AQAP incorporated within them). The overall content of LTP documents are the responsibility of TPU staff, with the air quality annexes being written by EPU staff in a supporting role. As the AQAP documents form an annex to the LTP, their content is limited by the wider aims and priorities of the main LTP document and can not contain anything that does not form an intrinsic part of the LTP. Reporting to members on the proposed content of these documents and on annual progress is an important part of these processes and is undertaken routinely.
34. The mid term report for LTP2 was produced in December 2008. Some of the key air quality improvement measures in AQAP2, and progress made with such measures, are detailed in Annex A.
35. LTP3 represents the next big opportunity for improving air quality further in York. The Environmental Protection Unit will, through the Air Quality Steering Group, strive to ensure that air quality improvement is represented at the highest possible level within LTP3.

Consultation

36. Under the requirements of the Environment Act 1995, City of York Council must 'review and assess' air quality and report its findings to the Department for Environment, Food and Rural Affairs (DEFRA). All air quality reports produced as part of this review and assessment process must be sent to DEFRA for approval.

Options

37. Members are asked to note the contents of this report which is provided for information purposes.

Analysis

38. Not applicable.

Corporate Priorities

39. Monitoring air quality, providing information to the public about air quality, and developing strategies to improve air quality contribute towards delivering the corporate priorities on improving the health of residents and encouraging the use of sustainable modes of transport.

Implications

40. Implications are listed below :

- **Financial** - none
- **Human Resources (HR)** - none
- **Equalities** – Children, the elderly and those with existing respiratory and cardiovascular illnesses may be more susceptible to poor air quality.
- **Legal** - The council has a statutory duty to periodically review and assess local air quality against national air quality objectives and report it's findings to DEFRA. As the council has declared an AQMA and produced an AQAP it is also obliged to submit regular AQAP progress reports to DEFRA demonstrating that it has a continued commitment to improving air quality in the city. Under the provisions of the Freedom of Information Act 2000 air quality data must be made freely available to members of the public upon request.
- **Crime and Disorder** – none
- **Information Technology (IT)** – none
- **Property** – none

- **Other** - none

Risk Management

41. This section is not applicable.

Recommendations

42. Members are asked to note the contents of this report which is provided for information purposes.

Reason: To inform and update the Shadow Executive and help shape the effectiveness of future action.

Contact Details

Author:		Chief Officer Responsible for the report:	
Andrew Gillah Senior Environmental Protection Officer (Air Quality) (01904) 551532		Andy Hudson Assistant Director Neighbourhoods & Community Safety	
		Report Approved	<input checked="" type="checkbox"/> Date 23/6/09
Specialist Implications Officer(s) N/A			
Wards Affected: <i>List wards or tick box to indicate all</i>			All <input checked="" type="checkbox"/>
For further information please contact the author of the report			

Background Papers:

None

Annexes :

- Annex A : Key air quality improvement measures in AQAP2
- Annex B : City of York Council’s Air Quality Management Area (AQMA)
- Annex C : Location of real time monitoring sites in York

Annex A : Key air quality improvement measures in AQAP2

The mid term report for LTP2 was produced in December 2008. Some of the key air quality improvement measures in AQAP2 reported on included:

Encouraging walking and cycling

- The expansion of the number of Footstreets and their hours of operation is currently under review as part of the City Centre Area Action Plan and will continue into 2009/10.

Promoting alternatively fuelled, cleaner and more efficient vehicles

- A 'carwise' publication was launched in December 2008, which promotes alternative fuelled vehicles as well as walking, cycling and more efficient use of vehicles. Discounts for low emission and small vehicles were introduced on parking permits in 2006.
- As reported in the LTP progress report 2006/07, work has been undertaken to consider the impact of a number of low emission measures across the city. This has been supplemented by a project carried out with the Institute of Transport Studies (ITS) at Leeds University looking at on-street vehicle emissions. Both these pieces of work will be used to inform further detailed modelling work required for the project. Consideration is currently being given as to how a more detailed feasibility study can be funded.
- A citywide car club was implemented in 2006 and significantly expanded in 2008 to 11 locations across the city. Further expansion of the car club is made possible through contributions from developers based on the number of trips generated by the proposed development. The Council is a member of the car club and uses the vehicles as part of the pool of vehicles available to staff. Staff are also offered a 25% discount on membership of the club as part of the Council's travel plan and voluntary benefits package.
- The Council has a car-share scheme, which it promotes, to staff through the staff benefits scheme and other 'Carwise' based promotions and publications.

Improving public transport

- The Designer Outlet P&R has been relocated to facilitate provision of a ticket kiosk which was constructed in early 2009. The facility to purchase season tickets encourages greater use of the bus and reduces dwell time at stops, as fewer transactions are made on the vehicle.
- Askham Bar P&R site relocation is, along with the development of the new sites on the A59 and Wigginton Road (packaged together as Access York phase 1), being progressed after gaining support for funding from the Regional Transport Board. A Major Scheme Bid will be submitted to the Department for Transport (DfT), which should secure the £24m required to

deliver these three sites. The A59 and Wigginton Road corridors will both be provided with bus priority measures.

- Bus lanes are being progressed on the A19 and Wigginton Road as part of the Fulford Road scheme and Access York phase 1. Implementation on the scheme on Fulford Road began this year and is set to continue into 2011. The scheme will deliver new cycle facilities as well bus priority along the route. Bus priority on Wigginton Road will be delivered as part of the Access York project. As the Wigginton Road site is programmed to be delivered after Askham Bar and the A59 it is likely that bus priority will be in place in 2011.
- The development of an orbital bus route is currently under consideration with feasibility work being undertaken on possible routes, potential patronage and infrastructure requirements. The study has been completed and the feasibility of such an initiative will be reported to the Executive Member for City Strategy.
- Encouragement to use public transport has been developed through the provision of better infrastructure in the city centre and information at city space kiosks.
- The city's Bus Location and Information Sub-System (BLISS) has been expanded through the equipping of all First vehicles (as of end Feb 2009) with on-board equipment to provide more reliable coverage of real time information. This will allow the launch of 'Your Next Bus' to take place, again encouraging greater confidence in using public transport.

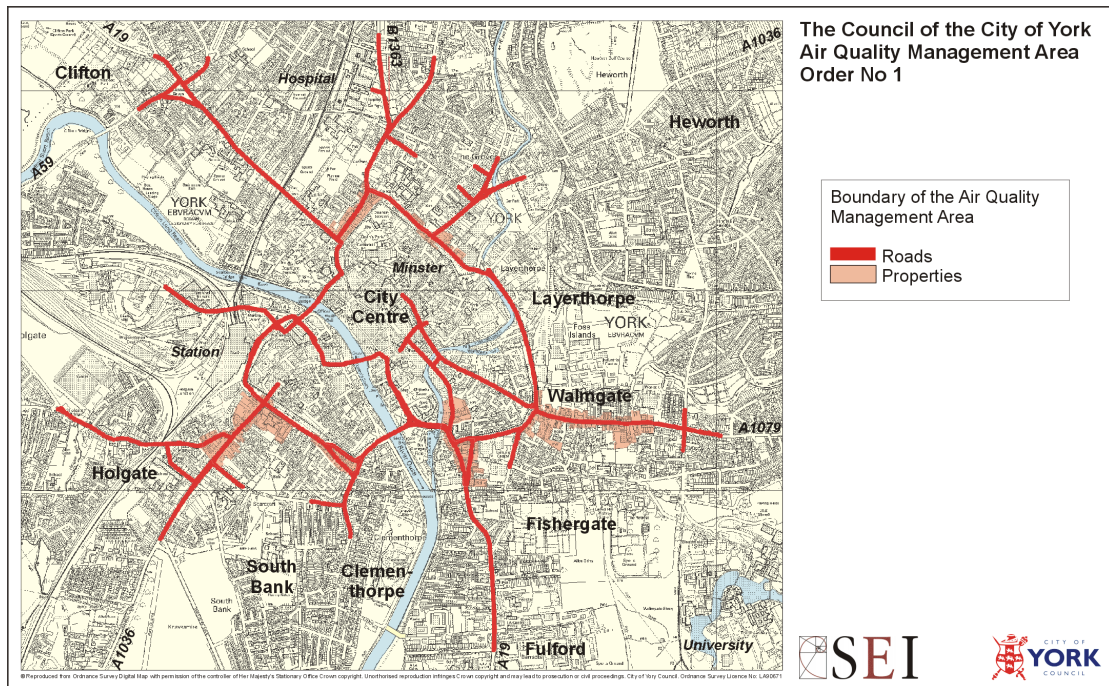
Reducing emissions from HGVs

- Development of a lorry routing strategy was a key measure in AQAP2. This was linked to the development of the Regional Freight Map, work on which has been abandoned. Therefore this will now be considered as part of the development of a local Freight Quality Partnership, which has been delayed in progress due to other priorities. The development of a transshipment centre was part of the longer-term transport strategy i.e. 2011 - 2021. This has not been progressed directly by TPU, but has been included in the York Northwest Issues & Options report and forms part of the strategic development of the city through the LDF process.

In addition to progress made on these AQAP2 measures, progress has also been made on the following new initiatives:

- Working with the bus operators to refine stopping arrangements and therefore reduce engine idling in the city centre
- All new P&R vehicles (32 no.) are EURO EEV and as part of the bus tendering process all buses are required to be EURO II as a minimum and by 2011 will be required to be EURO III as a minimum, thus reducing emissions across the city.
- Inclusion of air quality issues in development of transport scheme briefs

Annex B : City of York Council's Air Quality Management Area (AQMA)



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Annex C : Location of real time monitoring sites in York (current sites shown in yellow, historical sites shown in grey)



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